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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY 25X1

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COUNTRY East Germany

SUBJECT Garz Airfield

REPORT

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report on the Garz airfield which gives information under the following headings: 1. General 2. Runway Details 3. PSP (Runway Mats) Supplies 4. Airfield Rail Spur 5. Roadways 6. Airfield Installations 7. Radio/Radar 8. AA Defenses 9. Personnel

Also included are a sketch of Garz airfield showing installations and a legend which identifies these installations. 25X1

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18 APR 1956

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25X1

GERMANY (Russian Zone)

AIR/NAVAL

GARZ Airfield Reconstruction as at 6 Jan 56

All map references are taken from GERMANY 1/25000 MB series M 841 sheet nos 2150 and 2151.

APPENDIX

Attached at APPENDIX "A" is an overlay taken from 1/25000 map showing the main features of the airfield.

1. GENERAL

Work on the reconstruction of this airfield has practically ceased, and the 500 German workmen from the BAU UNION BRANDENBURG are in the process of being transferred to other projects. The new EAST/WEST runway has been prepared ready for the laying of the PSP surface by a special SAF Construction Unit, a detachment of which is already on the airfield.

The official Russian designation of this airfield is "Objekt 032".

2. RUNWAY DETAILS

a) The site of the new approximately EAST/WEST runway has now been fully prepared and extends between MRs 434 706 and 455 703 (intersection of 2 former tracks). See point 1 of APPENDIX "A". The runway has a width of 60 m. (official statistics), and after initial levelling, the excavated strip was flooded and packed by a series of sheeps' foot rollers.

The new runway passes over the extreme SOUTHERN end of the former rail spur and extends over the site of two former domestic sites situated at MRs 441 704 and 438 706. At the extreme WESTERN end, and in places near the centre of the runway, it was necessary to excavate considerable quantities of earth in order to maintain the uniform level of the runway. During November alone, 123,000 m3 of soil were removed and used for building up and levelling other portions of the runway. After final levelling and packing had been effected, a further 10 cms of prepared sand and lime was evenly spread over the entire length of the runway and again tightly rolled.

Adjoining each side of the entire length of the runway, a strip 55 mtrs in width has been completely levelled and coated with top soil in preparation for grassing at an early date. No drainage facilities have been prepared at any point along the runway.

There are 2 large dumps of PSP located on the airfield at MRs 451 705 and 443 704 (see points 13 of APPENDIX "A"). As yet no attempt has been made at surfacing any portion of this new runway.

b) The former NORTH-WEST/SOUTH-EAST runway has been only partially reconditioned and extensions prepared at both ends, the runway extending between MRs 445 708 (adjoining former rail spur) and 453 701 (see point 2 of APPENDIX "A"). The immediate portion where the new EAST/WEST runway crosses over this former runway has been demolished owing to the difference

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Approved For Release 2008/01/14 : CIA-RDP83-00418R003100170005-3

25X1

2. b) ... in levels between the two runways. Portions of this former runway have been widened by PSP giving the runway a width of approximately 55 - 60 metres. It is not known whether this widening has taken place along its entire length. Both extensions have been partially covered with PSP.

c) The small portion of the former NORTHEAST/SOUTHWEST runway contained between the two existing runways has been reconditioned. The remainder has been abandoned and is unserviceable through weeds breaking up the surface.

d) A narrow strip approx 15 - 20 m. in width has been prepared extending from the NORTHERN end of the extension of the NORTHWEST runway and extends SOUTHwards to a concrete apron which has been prepared for enlargement at approx MR 444 701 to 447 701. These areas have been prepared similar to the site of the main runway and it would appear that PSP sheeting is to be laid at a later date. (See point 3 of APPENDIX "A"). The exact extent of this apron in the SOUTHWEST corner of the airfield is not known).

e) Apart from minor repairs to the original NW/SE runway, no concreting whatsoever has taken place.

3. PSP SUPPLIES

The stocks of PSP being assembled on the airfield consist of both new Russian and reconditioned former American Lease Lend material. Both types are of an identical pattern and are completely interchangeable. All stocks which have so far reached the airfield have been transported by lorry after having been despatched direct from Russia - it is rumoured via SWINEMUENDE.

4. AIRFIELD RAIL SPUR

There is no rail link on to the airfield, the nearest rail head being at AHLBECK. The rail spur formerly leading on to the airfield from the SWINEMUENDE/USEDOM line has been completely demolished in order to facilitate the extension of the two runways (see point 5 of APPENDIX "A"). The former USEDOM/SWINEMUENDE line cannot be used as all rails have been removed, although the ballast bed still remains. There are no indications as yet that this line is to be re-opened and thus enable the airfield to be served direct by rail, but local railwaymen have referred to the possible reopening of this section during 1958, when the planned new rail bridge at USEDOM should have been completed.

5. ROADWAYS

There is a heavy concrete road linking the NORTHERN perimeter of the airfield to GARZ. A completely new roadway is to be constructed from the vicinity of the airfield domestic site at approx MR 437 703 to connect the major USEDOM/AHLBECK road in the vicinity of KUTZOW. This new road is to have a length of 2½ kms and is to be laid to a depth of 18 cms with a width of 5 m. Initial marking out has already taken place.

6. AIRFIELD INSTALLATIONS

a) There are three large fully serviceable brick-built hangars located in the SOUTHWEST corner of the airfield at point 4 of APPENDIX "A". The sites of two other former hangars are being cleared, but there are no indications that they are about to be reconstructed.

b) .....

25X1

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Approved For Release 2008/01/14 : CIA-RDP83-00418R003100170005-3

25X1

6. b) All former Luftwaffe accommodation buildings remained intact after the war and have been reconditioned, now being occupied by Soviet Naval Air Force personnel. These buildings are all of the standard 2-storey Luftwaffe barrack block type and there is a total of 10 on the one site at approx MR 440 702. No new domestic accommodation has been built, although it was necessary to demolish one small domestic site at MR 438 706 in order to make way for the new E/W runway.

c) Water supply is now proving difficult and the well located alongside of the reconditioned pump house at approx 444 700 is unable to maintain an adequate supply. Further borings are taking place in the vicinity, but so far even at depths of 40 ms. nothing but chalk is being encountered.

d) No new munition depot has been constructed on the airfield, the former installation located near the NORTHWEST corner of the landing area being reported as being still serviceable.

e) No new fuel installations have been built nor have any fuel tanks arrived on the airfield. As far as is known, there is only one serviceable underground fuel storage unit located at approx MR 444 702 (see point 5 of Appendix "A"). Throughout the summer when visiting aircraft have been refuelled on the airfield, bowsers have been observed in the immediate vicinity of this installation, and all fuel supplies have reached the airfield by bowser. These bowsers have drawn their fuel either from the railhead at AHLBECK or from a supply point in SWINEMUENDE.

f) There are no quays or waterside facilities whatsoever alongside of this airfield.

7. RADIO/RADAR

a) During late December 55 the TOKEN radar located on a mound in the SOUTHWEST corner of the airfield was removed and has not been seen set up anywhere else in the vicinity of the airfield. Shortly afterwards at approx MR 545 700 a small mound was set up and surmounted by an unidentified radar consisting of a mesh parabelloid approx 2 - 2½ m. in diameter. This equipment appeared to hunt in the direction of the sea, never having been observed to fully rotate or move up and down. The equipment appears to be remote-controlled and is connected by means of a heavy cable to a brick-built hut-ment measuring approx 10 m. x 6 m. located near the base of the mound. At each end of this hut there is a single mast approx 5 - 6 m. in height, between which are stretched a series of parallel aerials. This entire site is manned by a detachment of Russian Army signallers.

b) There are no other radio or radar equipments visible on the airfield.

8. A.A. DEFENCES

There are no A.A. defences whatsoever at present on the airfield.

9. PERSONNEL

a) There is a total of approx 1200 SMF personnel on the airfield including a recently arrived detachment of approx 250 recruits. In addition there are approx 100 SMF all ranks occupying a separate barrack complexe and a negligeable number of Army Signals' personnel.

b) .....

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25X1

9. b) All German workmen were scheduled to be withdrawn from the airfield by 15 Jan 56, mostly being transferred to the following projects:-

AHRENSHOOP - dyke building
POTSDAM - rail construction
STENDAL - airfield reconstruction
VELTEN & RINOW - 2 "television masts" 135 m. in height
HOYERSWERDER - industrial reconstruction ("Schwarze Pumpe")
KOENIGSWUSTERHAUSEN - fuel storage installation.

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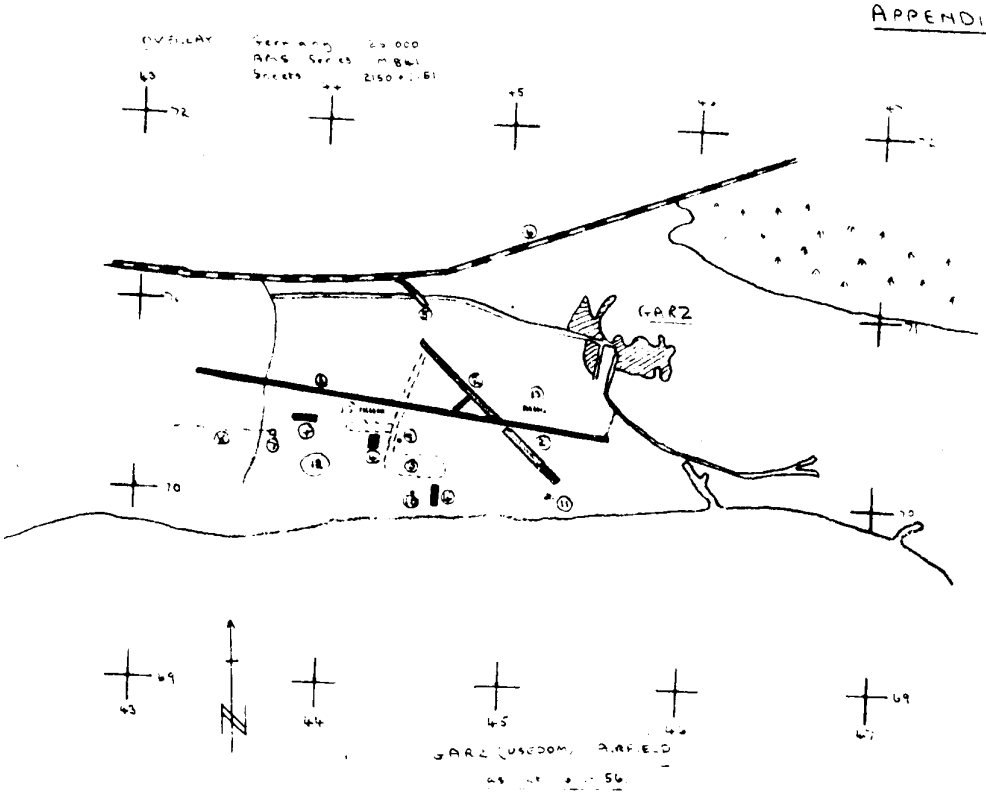
APPENDIX "A"



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25X1

KEY TO APPENDIX "A"

1. Site of new PSP runway approximately 2200 m. in length and 60 m. in width.

2. Partially reconditioned and lengthened runway approximately 1100 m. in length.

3. Area prepared for possible future laying of PSP surface.

4. 3 reconditioned former Luftwaffe hangars.

5. Remaining portion of airfield rail spur.

6. Former USEDOM/SWINEMUENDE rail track now without lines.

7. Transformer and stand-by generator station.

8. Overland electric grid.

9. Approximate site of former Luftwaffe underground fuel installation.

10. Water pump house.

11. Radar site.

12. Main domestic site.

13. Dumps of PSP.

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